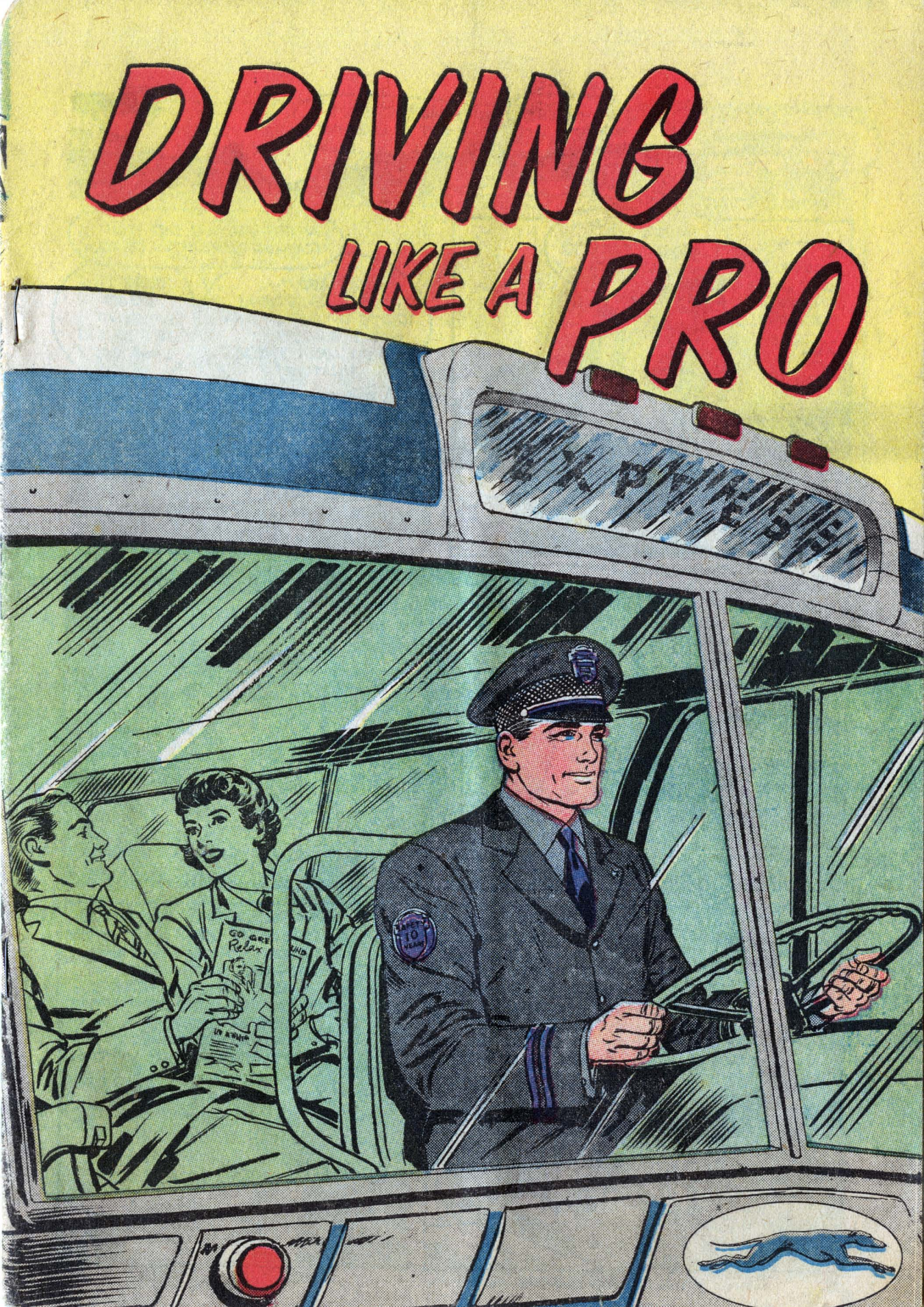
DRIVING LIKE A PRO



ONE SUNDAY MORNING..
AHHH, QUIET...
HONK! HONK!
HEY, YOU CAN'T CUT IN LIKE THAT!
NOW, DEAR, DON'T LOSE YOUR TEMPER!
WHERE DID YOU LEARN TO DRIVE?!
AFTER ALL YOU DID STOP RATHER ABRUPTLY, DEAR.
WHAT ABOUT THOSE LANE-DODGING IDIOTS UP AHEAD? WHAT WAS I SUPPOSED TO DO ABOUT THEM? DRAT IT!
DOES THIS MEAN WE DON'T GET TO THE LAKE, DAD?
TRUNK LOCK JAMMED... AND GAS TANK LEAKS. MAY NEED A NEW TANK...
MOM, CAN I GET SOMETHING TO EAT AT THE GREYHOUND STATION?
YES, TOMMY.
HAVING TROUBLE, SON?
YEAH. GOSH, DRIVING SURE CAN BE TROUBLE! DAD'S STILL WORKED UP ABOUT THOSE GOOFY DRIVERS. HOW DOES A BUS DRIVER STAND IT EVERY DAY?
EVER HEAR OF DEFENSIVE DRIVING? SAFETY COMES FIRST...THAT'S EFFICIENT DRIVING...THAT MEANS MORE TROUBLE-FREE DRIVING. AND THAT'S THE KIND OF DRIVING A GREYHOUND DRIVER'S TRAINED FOR!
SAFETY 10 YEARS

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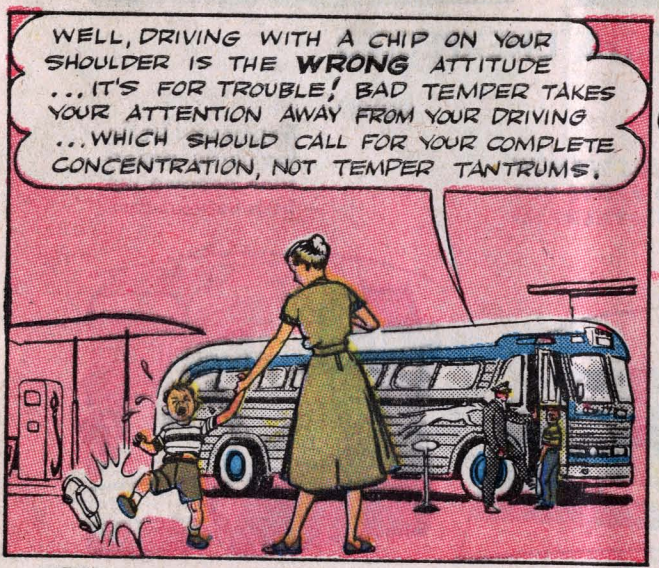
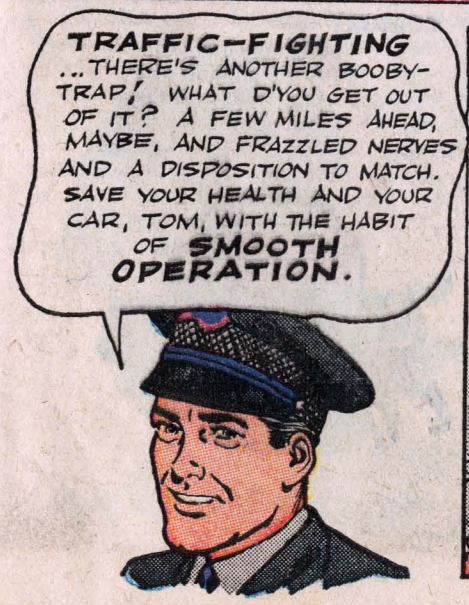
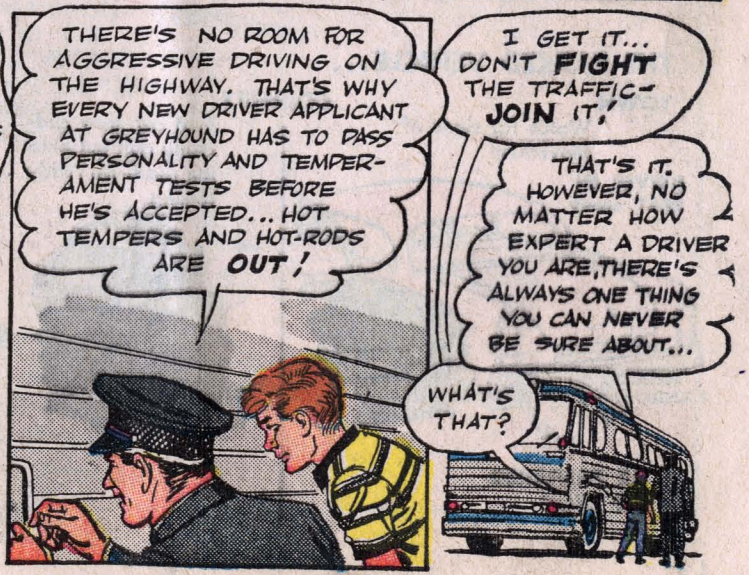
WHEN YOU'RE IN A GREYHOUND YOU'RE SAFER THAN IN YOUR OWN CAR... YOU'RE RIDING WITH A "PRO".
COULD'NT I LEARN TO BE A "PRO", WHEN I GET TO DRIVE?

OF COURSE. JUST MAKE SURE YOU KNOW EVERY SAFETY ANGLE... THEN DRIVE THAT WAY. AND KEEP THE RIGHT PROFESSIONAL ATTITUDE.
HOW'S THAT?


WELL, DRIVING WITH A CHIP ON YOUR SHOULDER IS THE WRONG ATTITUDE ... IT'S FOR TROUBLE! BAD TEMPER TAKES YOUR ATTENTION AWAY FROM YOUR DRIVING ... WHICH SHOULD CALL FOR YOUR COMPLETE CONCENTRATION, NOT TEMPER TANTRUMS.

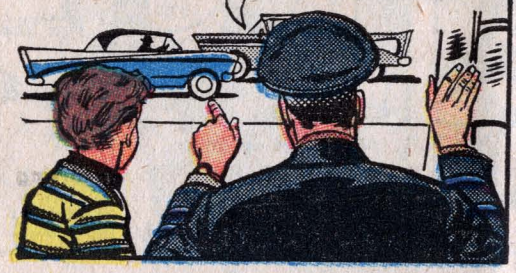
A REAL "PRO" ACCEPTS THE IRRITATIONS CAUSED BY OTHER MOTORISTS AS ANOTHER DRIVING HAZARD, TO BE HANDLED WITH SELF-CONTROL, LIKE RAIN, SNOW OR FOG.


TRAFFIC-FIGHTING ...THERE'S ANOTHER BOOBY-TRAP! WHAT D'YOU GET OUT OF IT? A FEW MILES AHEAD, MAYBE, AND FRAZZLED NERVES AND A DISPOSITION TO MATCH. SAVE YOUR HEALTH AND YOUR CAR, TOM, WITH THE HABIT OF SMOOTH OPERATION.


THERE'S NO ROOM FOR AGGRESSIVE DRIVING ON THE HIGHWAY. THAT'S WHY EVERY NEW DRIVER APPLICANT AT GREYHOUND HAS TO PASS PERSONALITY AND TEMPERAMENT TESTS BEFORE HE'S ACCEPTED... HOT TEMPERS AND HOT-RODS ARE OUT!
I GET IT... DON'T FIGHT THE TRAFFIC- JOIN IT,'
THAT'S IT. HOWEVER, NO MATTER HOW EXPERT A DRIVER YOU ARE, THERE'S ALWAYS ONE THING YOU CAN NEVER BE SURE ABOUT...
WHAT'S THAT?

THE OTHER DRIVER...

YOU CAN'T DEPEND ON HIS DOING WHAT YOU EXPECT HIM TO DO, HE MAY DO JUST THE OPPOSITE. SO YOU HAVE TO **ADJUST** TO HIS DRIVING, RIGHT OR WRONG. THAT WAY, IN PROTECTING HIM AGAINST HIS OWN MISTAKES, YOU ALSO PROTECT YOURSELF.

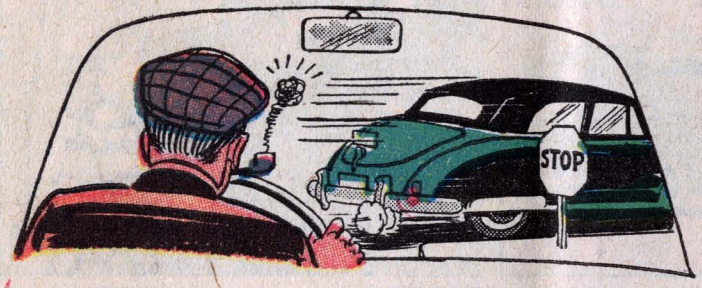


HOW DOES A "PRO" DO IT?
HE LEARNS TO **ANTICIPATE** A TRAP. WHEN YOU "THINK AHEAD OF YOURSELF" YOU'RE PREPARED TO HANDLE ANY SUDDEN EMERGENCY. THAT'S "DEFENSIVE" DRIVING, TOO.

EXPECT THE UNEXPECTED

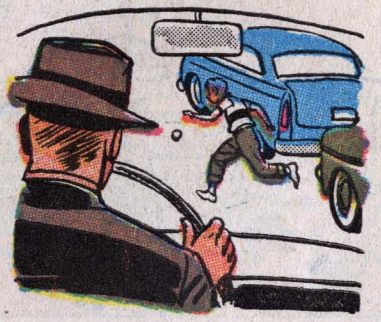
THE RIGHT OF WAY...

WHEN IT'S ***YOURS***—DOES THE OTHER FELLOW KNOW IT OR DOES HE CARE? DON'T TRY TO ***PROVE*** HE'S DEAD WRONG AND YOU'RE DEAD RIGHT—***YIELD*** AND AVOID AN ACCIDENT.



TOWN

Be prepared for the foolhardy pedestrian popping out from between cars.



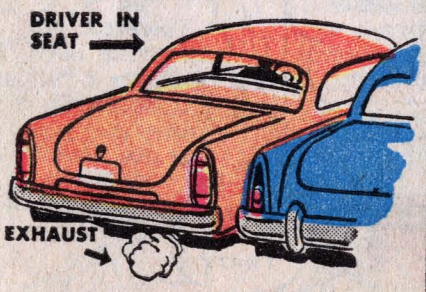
COUNTRY

Highway traffic confuses animals—be prepared for crazy behavior.

THE PARKED VEHICLE...

TOWN

Watch for signs of Movement



BE PREPARED TO STOP

COUNTRY

That car may suddenly pull out onto the road—be ready to stop.

DO GREYHOUND DRIVERS HAVE TO GO TO A TRAINING SCHOOL?
THEY SURE DO! IT COSTS GREYHOUND $1500 A STUDENT TO MAKE US THE MOST THOROUGHLY TRAINED, MOST-IN-DEMAND DRIVERS IN SURFACE TRANSPORTATION.

ALL THE SAFETY SAVVY WE LEARN, YOU CAN ADAPT TO PERSONAL MOTORING. FOR INSTANCE, TO BEGIN AT THE BEGINNING, YOU'RE ONLY AS SAFE AS YOUR VEHICLE...

BEFORE STARTING A TRIP

THE EXPERIENCED DRIVER CHECKS...

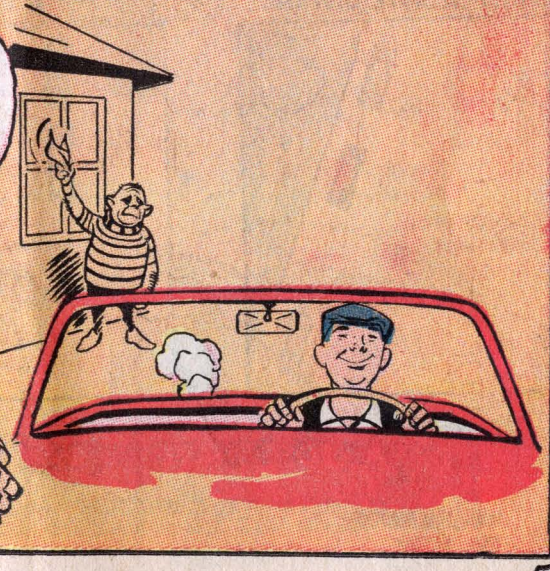
- ☐ ALL LIGHTS AND TURN SIGNALS clean and working, high-low beams properly aimed
- ☐ BATTERY in good charge, fluid up to level in cells
- ☐ SPARK PLUGS—worn ones replaced
- ☐ WATER IN RADIATOR—winter—antifreeze
- ☐ ALL GLASS CLEAN—windshield—mirrors
- ☐ MOTOR TUNED—lubrication and oil change if due
- ☐ BRAKES adjusted to grip evenly 2" from floor
- ☐ TIRES—plenty of tread, properly inflated, no cuts, bruises or uneven wear
- ☐ HORN in working order
- ☐ WIPERS AND DEFROSTERS in working order
- ☐ EXHAUST SYSTEM quiet and free from leaks

THE SMART DRIVER TAKES ALONG...

- ☐ FLASHLIGHT
- ☐ EXTRA FLASHLIGHT BATTERIES AND BULBS
- ☐ TOW CHAIN OR ROPE
- ☐ WHEEL BLOCKS
- ☐ FIRE EXTINGUISHER
- ☐ FIRST AID KIT
- ☐ EXTRA FUSES
- ☐ (WINTER — SKID CHAINS)
- ☐ WHEEL JACK & LUG WRENCH
- ☐ NIGHT WARNING SIGNAL
- ☐ SIGNALS FOR EMERGENCY STOPS — AND —

PEACE OF MIND:

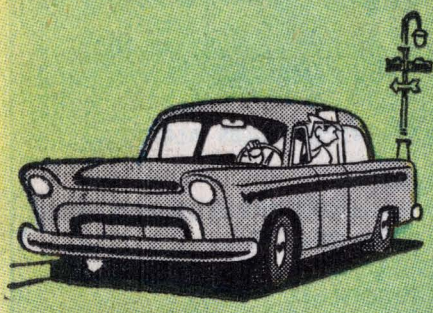
Worries divide your attention and reduce your alertness — leave them behind.



NOW, TOM, LET'S GO THROUGH THE BASIC DRIVING MANEUVERS FROM START TO STOP. SLOPPY HABITS LEAD TO ACCIDENTS— GET THE HABIT OF ACCURATE, PRECISION DRIVING AND YOU'RE DRIVING THE ONLY RIGHT WAY.
THE SAFE WAY — LIKE A "PRO"!

1. STARTING

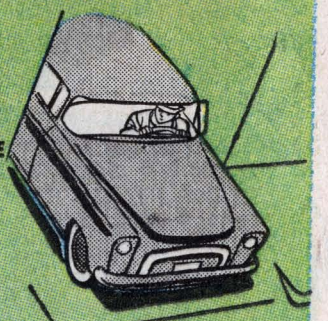
ADJUST SEAT SO YOUR FOOT RESTS COMFORTABLY ON GAS PEDAL AND YOU CAN SIT ERECT AND STAY ALERT. AVOID JUMPY, JACKRABBIT STARTS AND DON'T TRY FORCING YOUR WAY INTO TRAFFIC.



LEAVING DRIVEWAY
full stop before building line —

STOP AGAIN BEFORE CURB LINE
look both ways before proceeding

BEFORE LEAVING CURB
look back for clearance

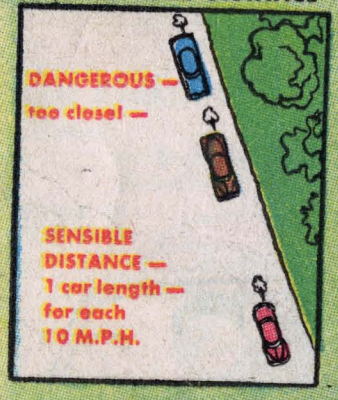


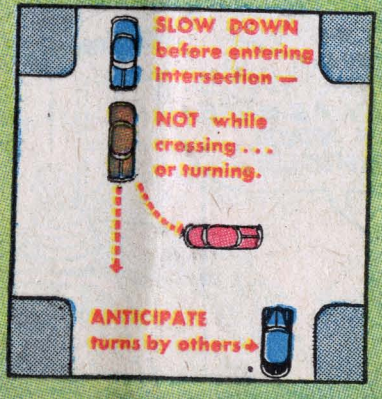
ALWAYS SIGNAL YOUR INTENTION — WAIT FOR TRAFFIC TO CLEAR — AND START OFF EASILY AND GRADUALLY.

2. ON THE ROAD

THE SPEED LIMIT IS YOUR SAFETY LIMIT. EXCEEDING IT COSTS YOU GAS, OIL, TIRES, WEAR AND TEAR ON THE CAR AND CAN CAUSE AN ACCIDENT.

KEEP A SAFE DISTANCE





DON'T BE A YELLOW-LIGHT JUMPER — CROSS SAFELY WITH GREEN TRAFFIC LIGHT.

KEEP your eyes and mind on the road. Don't be distracted by conversation, scenery, people, daydreaming or lighting a smoke.

CHECK road maps, destinations and other information only when parked.

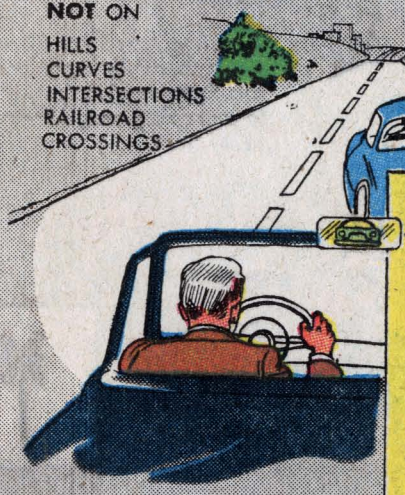
A CLOSE SHAVE IS A WARNING: YOU GOOFED!

Analyze what went wrong — so you can prevent it next time.

3. PASSING

PASS ONLY WHEN THE VIEW IS CLEAR FAR AHEAD.

NOT ON
HILLS
CURVES
INTERSECTIONS
RAILROAD
CROSSINGS



Make sure car behind isn't going to pass you.
Signal car ahead — wait for indication that he understands —
DAY: blow horn
NIGHT: blow horn and flick lights
Pass on left — Don't cut back to right until certain you'll clear the passed car.

WHEN CAR BEHIND YOU WANTS TO PASS YOU —

Crowding or racing him is asking for an accident.

SLOW DOWN—

Protect yourself by giving him room between you and the car ahead.

MOST PASSING IN CITY TRAFFIC IS A COMPLETE WASTE OF TIME. Stay in right lane except when passing.

4. TURNING

TAKING A CURVE

LET CAR SLOW DOWN *BEFORE* CURVE . . .

Start around . . . then accelerate just before reaching straightaway.

THINK AHEAD . . .
Is a slow truck or stalled car beyond that curve?

PREPARING FOR A LEFT TURN

1. Check rear-view for all clear
2. Give proper turn signal, hand or automatic
3. Give car behind plenty of time to realize your intention . . . check in mirror again
4. Pull over to left lane gradually at least 150 feet before indicated turn.

SAFETY NOTE

Make sure car isn't riding in your blind spot, behind rear-left corner.

Automatic signal is not always clearly seen in sunlight.

Last minute lane-switching is strictly for fender-benders.

MAKE SURE IT'S ALL CLEAR AHEAD BEFORE TURNING.

Don't make 'em guess what you're up to —

HAND 'EM THE INFORMATION

RIGHT TURN —

some states require a small circle

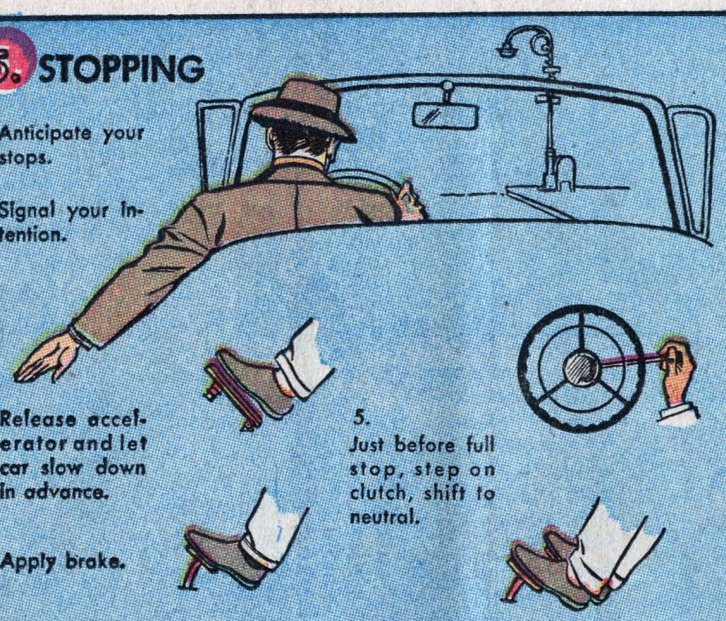
LEFT TURN —

some states require pointing of finger

STOP OR SLOW

5. STOPPING

1. Anticipate your stops.
2. Signal your intention.
3. Release accelerator and let car slow down in advance.
4. Apply brake.
5. Just before full stop, step on clutch, shift to neutral.

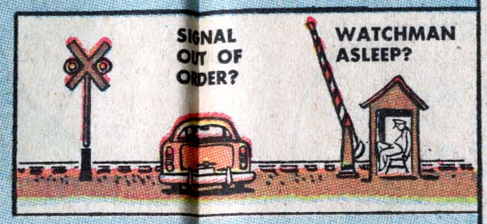


SAFETY TIP—

Keeping your foot always ready to apply brake pedal cuts down reaction time, adds to your safety margin in emergency stops.

SAFETY TIP—

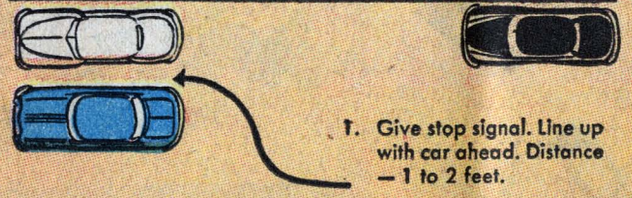
STOP at every R.R. crossing — don't depend on a warning.



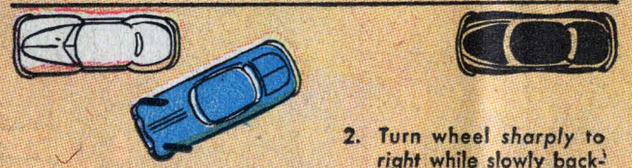
6. PARKING

A BADLY PARKED CAR IS A SITTING DUCK FOR AN ACCIDENT

PARKING BETWEEN CARS



1. Give stop signal. Line up with car ahead. Distance — 1 to 2 feet.

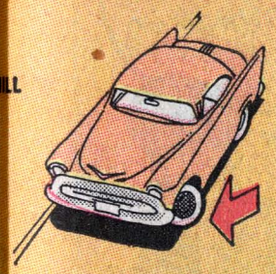


2. Turn wheel *sharply to right* while slowly backing until your front wheels are even with other car's rear bumper.

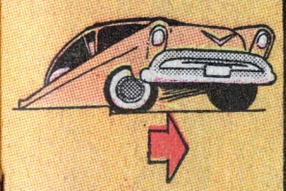
3. Turn wheel *gradually left* until your front bumper clears car ahead. Pause, then turn wheel *rapidly* full left while slowly backing into place. Go slowly forward, straightening wheels slightly.

on or near curve
on or near top of hill
on narrow road
at intersections
near hydrant
double
blocking highway
or driveway
more than 12" from curb (except with special parking rules)

DOWNHILL
Point wheels toward curb. *Reverse* gear. Set handbrake.

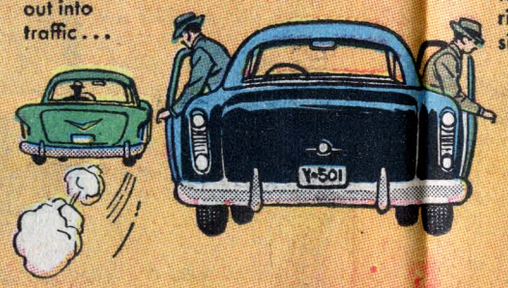


UPHILL
Point wheels *away* from curb. *Low* gear. Set handbrake.

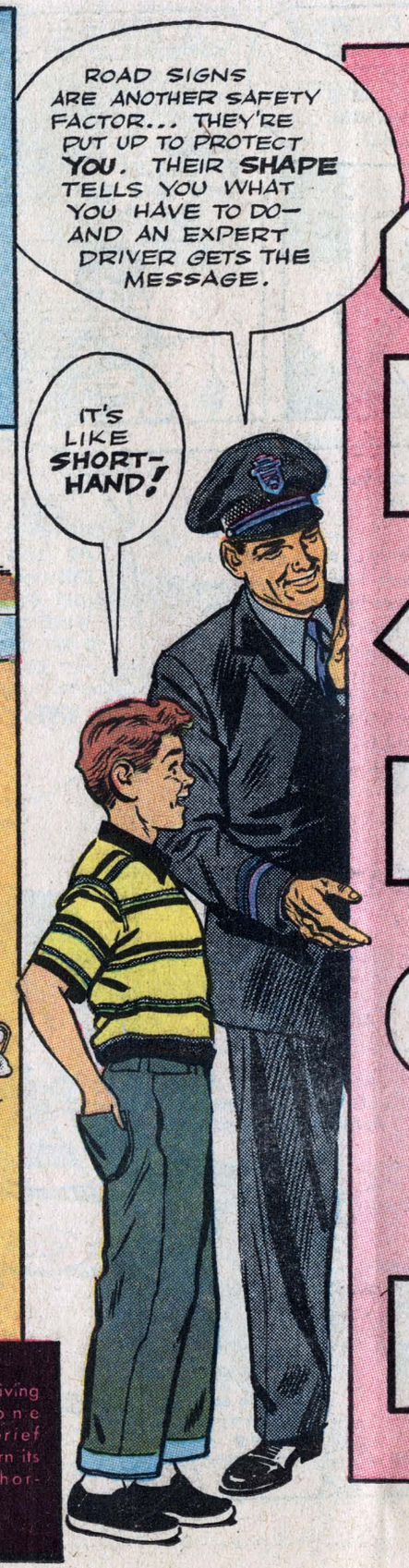


NEVER step out into traffic . . .

Leave car from right side.



7 Before driving someone else's car, brief *yourself* — learn its operation thoroughly.


ROAD SIGNS ARE ANOTHER SAFETY FACTOR... THEY'RE PUT UP TO PROTECT YOU. THEIR SHAPE TELLS YOU WHAT YOU HAVE TO DO— AND AN EXPERT DRIVER GETS THE MESSAGE.
IT'S LIKE SHORT-HAND!

LEARN THE SHAPES AND WHAT THEY MEAN

STOP

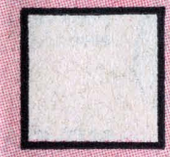
cars on the road you're entering will keep going across your path.

SPEED LIMIT

(For normal conditions) and other traffic regulations.

SLOW DOWN

for dangerous road conditions ahead.



CAUTION

Use extra care for road junction ahead, school zone, men working, hospital zone, etc.

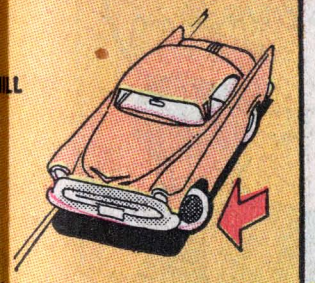
RAILROAD CROSSING

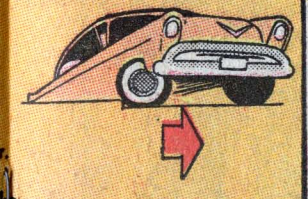
ahead . . . stop before reaching tracks.

At railroad crossing. STOP, LOOK, LISTEN.

WARNING and **TRAFFIC DIRECTIONS**

such as no left turn, keep to right, no parking, special speed limit, etc.





Leave car from right side.

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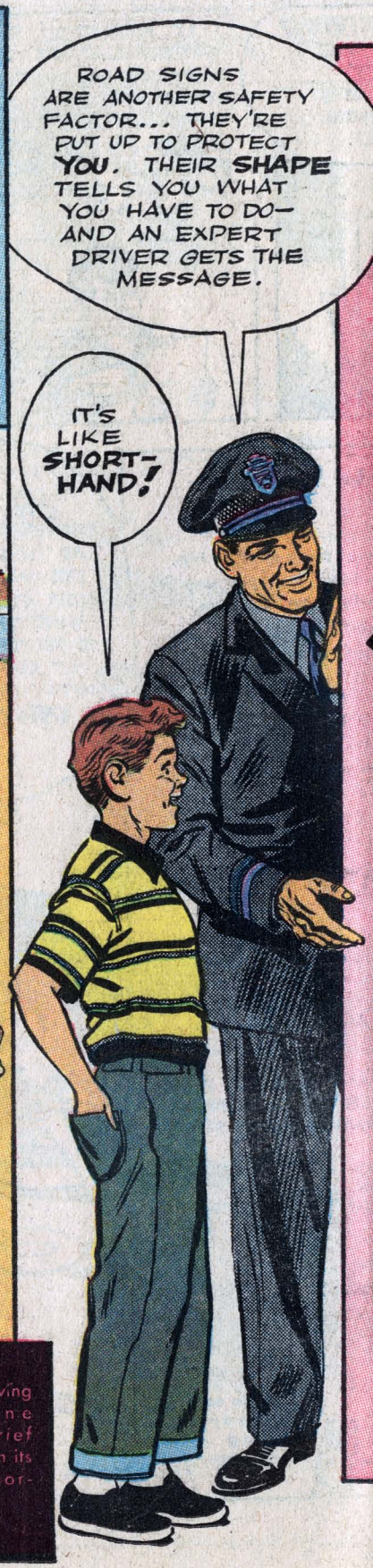
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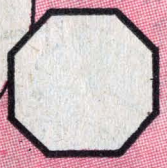

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SPEED LIMIT

(For normal conditions) and other traffic regulations.

SLOW DOWN

for dangerous road conditions ahead.

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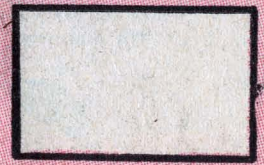


WARNING and **TRAFFIC DIRECTIONS**

such as no left turn, keep to right, no parking, special speed limit, etc.

TURNPIKE AND THRUWAY DRIVING PRESENTS SPECIAL HAZARDS TO THE MOTORIST WHOSE REFLEXES AREN'T GEARED TO THIS TYPE OF DRIVING. HE'S APT TO BE LESS ALERT HERE, WHERE **MORE ALERTNESS** IS NEEDED.

YEAH, IT'S SO SMOOTH AND EASY I USUALLY FALL ASLEEP.

IT HAPPENS! STEADY HIGH SPEED AND NO TRAFFIC STOPS, EASY CURVES, WHITE LINES, CONSTANT RHYTHMIC CAR SOUNDS, THEY ALL LULL THE SENSES. **ROAD HYPNOSIS** AND **FATIGUE** CAN SNEAK UP ON YOU AND THEY'RE DEADLY!

How to combat
HYPNOSIS

Think actively of possible hazards ahead.
Inspect mirrors and gauges frequently.
Operate at variable speeds.
Shift your gaze from time to time to points other than directly ahead to avoid *frozen vision.*

How to combat
FATIGUE

Get plenty of sleep *prior* to trip.
Start early in the morning; stop for the day early in the afternoon.
Eat lightly on the road.
Keep car well ventilated.
Make frequent stops . . . get out and walk around.
Don't drive if drowsy—pull off the road and take a good nap before proceeding, or get out and walk around.

RELAX

BUT STAY ALERT

GREYHOUND DRIVERS ARE TOPS AT THIS KIND OF DRIVING—AND ALSO AT ANOTHER KIND THAT SEEMS TO BE TROUBLESOME TO MANY MOTORISTS...**NIGHT DRIVING.**

THE HIGHER RATE OF SPEED IS DECEPTIVE—DON'T LET IT GET YOU TRAPPED.

FOLLOWING DISTANCE—make it more than usual.

PASSING—allow extra distance before starting to pass, extra distance to complete pass.

SLOW DOWN AND BE EXTRA ALERT APPROACHING SERVICE STATIONS, INTERCHANGES, AND MERGING STRIPS.

Vehicle speeding up to get ahead of you (from merging strip).

Vehicle abruptly cutting across to leave highway.

YOU →

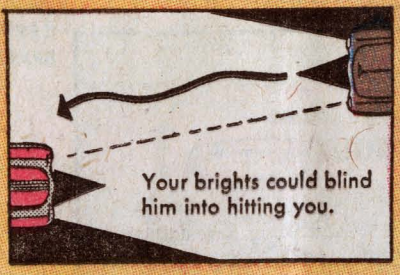
Vehicle entering highway from wrong place (entrance).

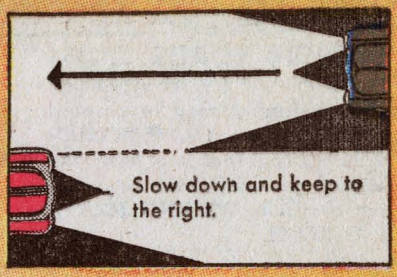
SLOW DOWN FOR NIGHT DRIVING

KEEP IT UNDER 40 MPH SO YOU WON'T **OVERDRIVE YOUR LIGHTS** ...SO YOU CAN **SEE** A PEDESTRIAN OR OBSTACLE IN TIME TO AVOID RUNNING INTO IT.

—LIGHTS ON ½ HOUR AFTER SUNSET UNTIL ½ HOUR BEFORE SUNRISE

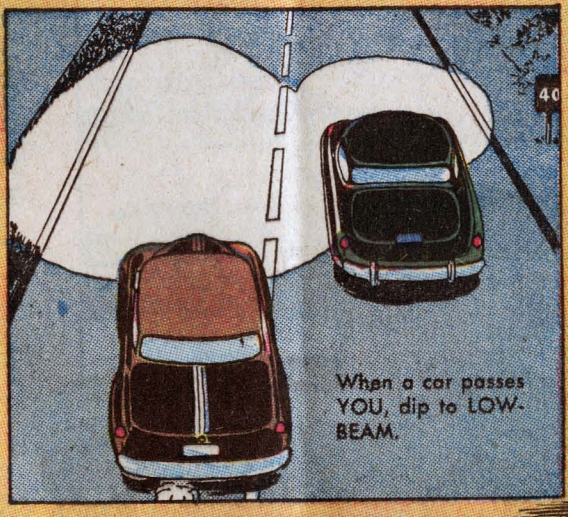
When facing an oncoming car and when closely following a car . . . DIM YOUR LIGHTS, even if he doesn't.





Distant tail-lights are deceiving.

PREPARING TO PASS
Blink your lights and sound horn to inform car ahead of your intentions.



Dirty headlamps reduce visibility. Dirty or wet windshields reduce visibility. KEEP 'EM CLEAN AND PROPERLY AIMED — SEE AHEAD.

KEEP ALERT FOR ANIMALS AT NIGHT —
SOMETIMES THEY FREEZE WHEN YOUR HEADLIGHTS HIT THEM

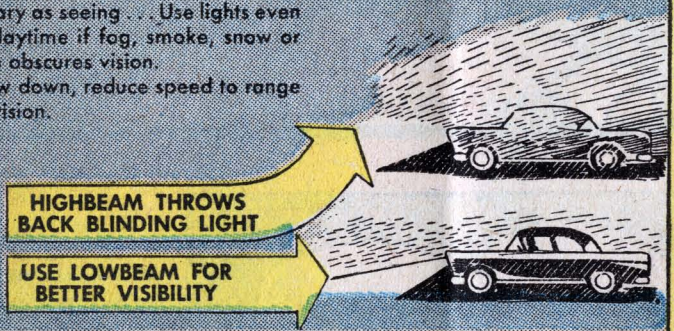
WEATHER HAZARDS

A SKILLED PROFESSIONAL, LIKE YOUR GREYHOUND DRIVER, *KNOWS* HE CAN CONTROL HIS VEHICLE DESPITE CONDITIONS.

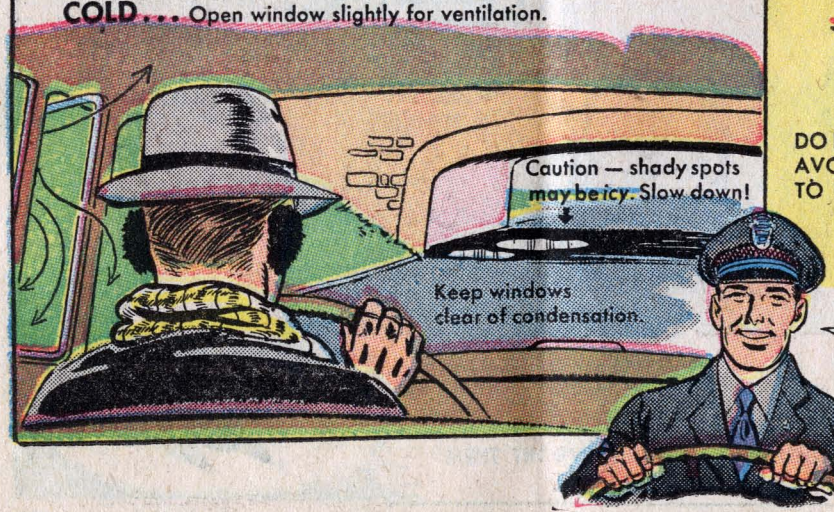
SLIPPERY ROADS... when the road is wet, icy, snowy, rain-oil slicked, freshly oiled or covered with damp leaves, MAKE NO SUDDEN MOVES! To stop or turn: take foot off gas well in advance to slow car gradually WITHOUT TOUCHING BRAKE.

WET BRAKES ARE NO BRAKES! TEST THEM GENTLY TO DRY THEM.

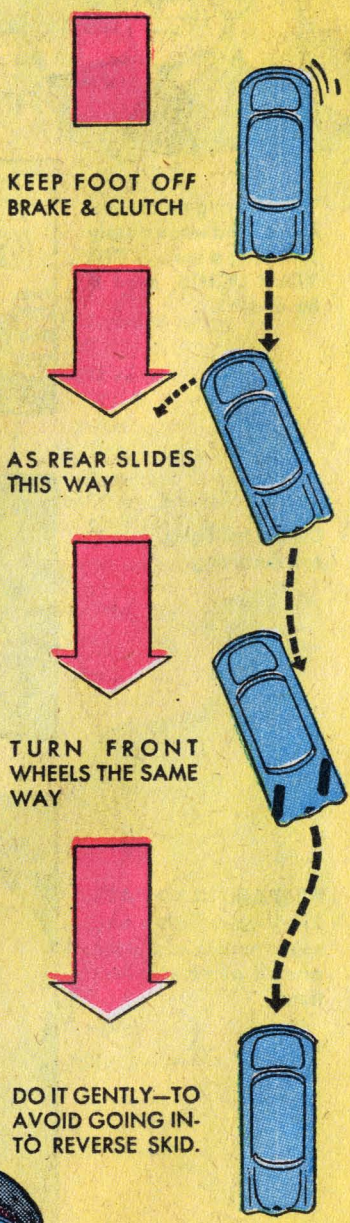
FOG . . . Being seen is as necessary as seeing . . . Use lights even in daytime if fog, smoke, snow or rain obscures vision.
Slow down, reduce speed to range of vision.



COLD... Open window slightly for ventilation.



GETTING OUT OF A SKID...


KEEP FOOT OFF BRAKE & CLUTCH
AS REAR SLIDES THIS WAY
TURN FRONT WHEELS THE SAME WAY
DO IT GENTLY—TO AVOID GOING INTO REVERSE SKID.

"HOW DO YOU RATE?" COULD YOU PROTECT YOURSELF IN A PINCH OR ADAPT YOUR DRIVING TO THESE SITUATIONS? THERE ARE PLENTY OF WRONG WAYS BUT ONLY **ONE** RIGHT WAY.

I. When your wheels slip off the edge of the pavement, you should:

- ☐ 1. Turn back onto the pavement quickly before losing speed.
- ☐ 2. Slow down gradually until you can steer back conveniently.
- ☐ 3. Apply brakes quickly to keep from rolling over.
- ☐ 4. Turn off ignition, coast to a stop, then back up onto pavement.

II. When behind a school bus that makes a sudden stop, you should:

- ☐ 1. Slow down and pass if no children are crossing.
- ☐ 2. Pass while sounding your horn.
- ☐ 3. Stop and wait for bus to start before you start.
- ☐ 4. Stop and wait for children to cross before you start again.

III. When you meet a red signal that flashes on-off-on-off, you should:

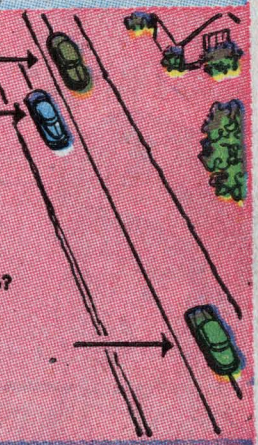
- ☐ 1. Pull to right and stop.
- ☐ 2. Blow your horn.
- ☐ 3. Slow down.
- ☐ 4. Shift into second.

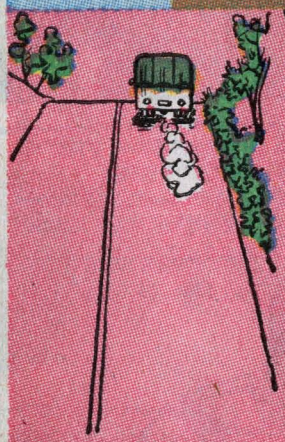
IV. This driver tries to to pass you but sees on-coming car and starts to drop back, you should:

- ☐ 1. Accelerate
- ☐ 2. Slow down
- ☐ 3. Keep same speed
- ☐ 4. Blow Horn

V. If you were this car what should you do?

- ☐ 1 Accelerate
- ☐ 2. Slow down
- ☐ 3. Keep same speed
- ☐ 4. Blow Horn





VI. When climbing a hill behind a truck, you should:

- ☐ 1. Stay far enough behind so truck doesn't block your view ahead.
- ☐ 2. Stay close to truck to prevent another car from getting in between.
- ☐ 3. Blow horn or flick lights.
- ☐ 4. Speed up and make a quick pass.

VII. When your windshield fogs up inside you should:

- ☐ 1. Wipe often while driving.
- ☐ 2. Stop often to wipe.
- ☐ 3. Open a window slightly.
- ☐ 4. Accelerate about 10 MPH.

Even **ONE** wrong answer takes you **OUT** of the expert driver category. On the road, you can't afford the wrong move . . . **ONE** bad guess can be fatal. A "pro" **KNOWS** the right answer **EVERY TIME.**

Answers: I- 2 II- 3 III- 1 IV- 1 V- 2 VI- 1 VII- 3

WHAT IT ALL BOILS DOWN TO, TOM, IS- ALWAYS BE PREPARED AND ABLE TO HANDLE ANY POSSIBLE TRAFFIC OR WEATHER SITUATION. I'VE LEARNED TO ANTICIPATE THE MOVES OF ALL THE CARS AROUND ME AND TO ALLOW FOR THE UNSAFE ACTS OF MOTORISTS.
WHY YOU PRACTICALLY HAVE TO "DRIVE" EVERY OTHER CAR ON THE ROAD!
DRINK Coca FREE
THAT'S DEFENSIVE DRIVING, TOM, SAFE DRIVING... THAT'S GREY-HOUND KNOW-HOW. SAFETY IS MY BUSINESS.
I'M GOING TO BE A DEFENSIVE DRIVER. I'LL NEVER GET MYSELF IN A SPOT WHERE MY SAFETY DEPENDS ON THE ABILITY OF THE OTHER FELLOW.
I'M NEVER IN SUCH A HURRY THAT I CAN'T DO IT SAFELY.
COURTESY ON THE ROAD SAVES MY NERVES, MY CAR AND MAY SAVE MY LIFE.
GET THE HABIT. ONCE YOU LEARN THE SAFE WAY TO REACT TO EVERY DRIVING SITUATION, YOUR REACTIONS BECOME AUTOMATIC— YOU'VE GOT THE SAFETY HABIT - THE MARK OF A SKILLED DRIVER.

YOU MEAN THE CAR WON'T BE READY FOR US TILL WEDNESDAY?
WHY DON'T WE TAKE THE BUS?
CUSTOMER SERVICE
SAY, THAT'S AN IDEA! WE CAN TAKE A FEW SUITCASES AND UNCLE NED CAN BRING THE CAR ON UP TO THE LAKE ON WEDNESDAY!
AHH! THIS SURE BEATS DO-IT-YOURSELFING!
DAD, SOMEDAY I'M GONNA BE A REAL "PRO" DRIVER! WOULDN'T IT BE KEEN TO DRIVE A BUS LIKE THIS, DAD? ... DAD?
ZZZZZ

BE A "PRO"

KNOW YOUR VEHICLE — ITS LIMITATIONS—ITS MOST EFFICIENT SPEED. A PRO NEVER EXCEEDS THAT SPEED REGARDLESS OF LEGAL LIMITS — AND NEVER DRIVES A CAR IN FAULTY CONDITION.

SO LONG, TOMMY! REMEMBER, DRIVING IS A SERIOUS BUSINESS... THAT'S WHY WE SAY, "IT'S SUCH A COMFORT TO TAKE THE BUS... AND LEAVE THE DRIVING TO US!"
HE DRIVING TO US

This booklet is offered to the motoring public as another service of GREYHOUND in the interest of safety on our highways. It describes some of the methods that have made Greyhound the safest transportation of all—by far! If you'd like additional copies, contact your nearest Greyhound representative.

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